Det. Bel Isle & Windsor Ferry Co. 0 P

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 26. CLEVELAND, O., JUNE 28, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

Mr. W. H. Connors of the united news association of Detroit was in the city yesterday.

Captain J. W. Westcott, marine reporter, of Detroit, was in the city yesterday.

The Globe Iron works company are making a new shaft for the steamer Ed. Kelley 10 inches diameter and 5 feet in length

The Detroit and Cleveland steam navigation company began making their regular Sunday trip last week.

Mr Joseph Mohr, junior partner of Mohr & Son, of Chicago, proprietor of the largest boiler plant in the west, is in the city taking a look over our shipyards and boiler shops.

On investigation we find that a paragraph in these columns, reflecting on Mr. Rumsey was wrong. He was not the aggressor, but was assaulted in his office by two men. During the skirmish Mr. Rumsey had his hand broken.

Figures made us say last week that the Northern Light built by the Globe iron works company made the run down to Buffalo in 14 hours, when we should have said 13¼ hours, thus giving her the fastest record between Cleveland and Buffalo for new steamers.

The excursion and picnic of the employes of the Globe Iron Works Company at Shaddock's Lake grove last Saturday was a most enjoyable one. Foot races and other athletic sports were indulged in and all returned to the city tired but happy after their day's outing.

At the Cleveland drydock the steamer Sitka has received new stern bearings and brasses; the steamer Queen of the West has had her stern bearings repaired, and the tug James Amadeus has had her wheel repaired.

Reports to Mr. Pankhurst say the new steamer Northern Light is doing finely; she turns up 74 revolutions per minute on 140 pounds of steam in the top notch, making 12 miles per hour; the chief engineer states that thus far he has not lost his watch below. She left Duluth Tuesday, 27th, for Cleveland.

The steamer Corsica on her first trip, made the following record; run 177 miles in 14 hours and 10 minutes, averaging 12½ miles per hour, with a cargo of 2623 tons of ore on 20 tons of fuel. Her draft was 15 feet 8½ inches aft and 15 feet 5 inches forward. The speed of her wheel was 14 miles per hour, turning up 77 revolutions, slip 10 per cent.

No. 2, building at the yard of the Cleveland Shipbuilding company, is all planked, has had her water bottom tested, has her shafting nearly all aboard, and is about ready to launch. The new ferry steamer is most all in frame, has her floors in and the forgings for her are about completed; all the heavy castings for her machinery are made, including her bed plates, and three of the four boilers for her are under way.

The Frank Wright is making preparations for an elaborate launch July 4th; invitations will be issued to personal friends which will excell anything heretofore sent out. They will be of a rich blue clay tint, bevel edged with a crest, consisting of a sea serpent rampant and a lamper eel couchant, refreshments, river water and oak sawdust will be served at 4 p. m.; please present your invitation at the south door. N. B. come early and avoid the rush.

The Cleveland city forge has just completed the two largest engine shafts ever made in this country. They weigh twenty-four tons each and they are for the W. & A. Fletcher company, operating the North river iron company of New York. These massive works of iron are a part of the machinery of the Puritan, a sidewheel boat which will be a sister ship to the Pilgrim of the Fall river line. Cramp & Son of Philadelphia are building the hull of the Puritan. The Cleveland city forge is making all of the shafts, cranks and connection rods for the new boat, and a beam strap of eighteen tons was sent off last week.

Mr. Delos Hayden has been promoted to chief light keeper at this port, succeeding Captain George Tower who resigned this spring. Mr. William Jardine has been appointed to fill the vacancy as assistant at the breakwater light with Mr. Fred T. Hatch. Soon after the resignation of Captain George Tower Mr. Oscar H. Cook also resigned his position as assistant main light keeper to take command of the schooner Chappelle, he having a three-fifths interest in her. Mr. Louis Walrose has been appointed to fill the vacancy caused by Mr. Cook retiring.

We take pleasure in acknowledging receipt of a very complete chart, published by Mr. Chas. Crosman of Milwaukee, Wis., showing graphically the fluctuations of the water surface, rainfalls, areas, tides, etc., of the great lake since 1859, which have been most carefully compiled from official data, obtained from the U. S. lake survey, Smithsonian Institute and the War department. This chart bears evidence of much careful work, and is a valuable source of information to any one interested in marine matters.

According to the report from the commissioner of navigation the tonnage of the following lake vessels steam and sail is: Schooner Toutana, of Port Huron, gross 1163.65, net 1105.47 schooner Phantom, of Grand Haven, gross 8.38, net 7.97; steam-yacht Mat Wagner, of Buffalo, net 38 03 steamer Oswego, of Oswego, gross 115.99, net 92.29; steamer Pastime, Cape Vincent, gross 20.03, net 13.48; steamer Servia, of Cleveland, gross 1425.44, net 1182.11; steamer Vita, of Detroit, gross 69 38, net 48 51; and barge "101", Duluth, Michigan., gross 412.32.

Captain C. E. Benham, owner of the lake tug Samson, has commenced proceedings in admiralty against the propeller Fountain City. The two boats collided off Long Point May 10. Captain Benham claims $970 damages. The Fountain City was attached, but was afterward released, bond being given.

The new ore docks of the Minnesota Iron Co. have received their first cargos of ore It comes from Two Harbors, as will all of that company's ore, and is the first of a consignment of an amount variously placed at from 100,000 to 300,000 tons. The new dock machinery is of the best build and latest mold, and is said to be able to handle about 1,800 tons a day.

Sergeant Hammond, of the signal service, states that the signal station will be removed from the present location to the Atwater building on the viaduct. This change is necessitated by the erection of the new Payne block adjoining the bank building where the station now is, in such a way as to shelter the instruments on the roof from the weather. Lieutenant Mitchell, the signal service inspecting officer, who has been making an examination of this station, left the city Tuesday evening. He made a very thorough investigation here, and found everything in a very satisfactory condition. Several new and improved pieces of apparatus are expected to replace the old ones. These will increase the efficiency of the service.

Meteorological summary for the week ending June 27, 1888:

Mean actual barometer	29 84
Mean temperature	73.8
Mean humidity	75.1
Total precipitation	.95
Prevailing direction of wind	West.
Total wind movement	1056
Av. cloudiness	6 5
Av. state of weather	Fair.
Max. temperature, highest	01 0
Min temperature, lowest	58.6

W. H. HAMMON, Sergt. Signal Corps, U. S A.

ERIE.

The schooner Nelson is hard aground in the bay, and although she is in no danger she will have to be lightered.

PORT CLINTON.

Special to the Marine Record.

Captain J. E. Spaulding has sold his tug Sallie to East Saginaw parties for $1,050 cash. She goes to Hammond's Bay to go into the logging business.

Captain William Curtis is building a light draft scow, length 80 feet, beam 28 feet, and 3 feet depth of hold.

CHICAGO.

Special to the Marine Record.

Captain J. F. Moore, who sailed the schooner Minnie Slauson for fourteen seasons, and who has made his home at Girard, Kansas, for the past twelve months, was in Chicago last week on a visit.

The schooner Helen Pratt, Captain Thomas Fahey, arrived Sunday, June 24th, with lumber from Charlevoux. She had been in collision with the schooner Rosabelle when about ten miles north-east of Two Rivers point at 10 a. m. on the 21st instant; it was foggy and the Pratt was by the wind coming up Lake Michigan when she met the Rosabelle, light, bound down, running nearly before the wind; the Pratt's fog horn was blown at regular intervals. No sound was heard from the Rosabelle and she was only seen when about three times her length off by those on board the Pratt. Captain Fahey kept on his course to avoid collision, but the crew of the Rosabelle did not see the Pratt soon enough to do anything to prevent the collision. The Pratt had her cathead, rail and stringers and forerigging on the port side carried away and the Rosabelle lost her jibboom, anchor stock and mainsail.

The new steambarge Robert C. Wente, recently built by R. W. Lynn, shipbuilder, Gibralter, Mich., for the Manistee lumber company, made her maiden trip to this port Monday, June 25th, with 400,000 feet of lumber from Manistee. She is 141 feet in length over all, 30 feet breadth of beam, 10½ feet depth of hold; she has a fore and aft compound engine 19 and 30 by 36, built by Samuel F. Hodge & Co., Detroit, and a steel boiler 9 by 15 built by McGregor, Detroit. Captain Gilbert Budge, who superintended her building, is in command of her and he has a very useful, substantial, good looking steambarge to take care of; every inch of space on board her has been made the most of to make her a large carrier, and her excellent machinery will make her a flyer. She towed the schooner City of Toledo, lumber laden, from Manistee to this port in 16 hours.

The schooner Quickstep, Captain Becker, arrived with lumber Sunday. Her first appearance at this port this season. She looks good, as usual, and so does her captain.

The fine new steambarge Charles Hebard, recently built at Detroit by John Oades, for C. Hebard & Son, Pequaming, arrived Tuesday morning with 775,000 feet of lumber from Pequaming. She is 197 feet long over all, 34 feet beam, 13½ feet hold; her engine, a triple compound 24 and 46 by 36, was built by the Frontier iron and brass works, Detroit, and her boiler 12 by 12½ of the Scotch type by Thomas McGregor, Detroit. She has the American ship windlass company's capstans and windlass. Her cabins are nicely fitted out and she is very substantially built and has a fine appearance. Captain James Parsons is commanding her, William Schumaker is first engineer, James Carter second engineer.

Captain James Ferguson, of the well known firm of Magner & Co. vessel supplymen, gave away his eldest daughter Isabelle, Wednesday morning, June 20th, at Saint Andrews church, Chicago, to Wm. Strouts, of Chicago. The happy couple left Chicago the same day for Denver to spend their honeymoon.

At Miller Brothers Drydock's, the steambarge S. K. Martin, was in for a new Trout wheel, the schooner J. W. Wright for bottom calking the schooner Ida for new assistant keelsons and calking all over, the steambarge T. D. Stinson for a new Trout wheel, the schooner Windsor is receiving a new foremast.

The steambarge Otego, of Marquette, is in port with her flag at half mast. Captain Frank, who commanded her having died suddenly Saturday afternoon last, in this city.

The engine of the steamer Douglas got on the center last Thursday as she was approaching Rush street bridge. She struck the bridge, doing it considerable damage and also her own stem and bows.

Six hundred thousand bushels of corn was taken for shipment Monday by vessel agents and the spare room on the market was about cleared up. Rates were unchanged on the basis of 1½ cents on corn to Buffalo, the same to Georgian Bay, and 3¾ cents to Kingston.

An inquest was held on the body of Captain Frink Saturday. The verdict is that the deceased came to his death by an overdose of chioroform administered to alleviate pain. The missing money, $1,330, has not yet been located. The body was embalmed and shipped to Marquette for burial this afternoon by P. H. Fleming. WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

Since her arrival in Michigan City the steambarge Huron City has been attached by Messrs. Wolf & Davidson and in all probability will be sold. I don't know what laws her captain has been guilty of breaking, but should judge that a five hundred dollar fine for leaving port without clearance papers is what he will be made to pay.

The steambarge S. Chipman was in dock for a new Sheriff's wheel and to have her shaft straightened

The steambarge Starke came in under canvass having been broke down in mid lake. Her high pressure piston is broken, as is also her rod, and she has a small crack in her cylinder.

The coal arrivals continue large and steady, but the coal freights continue low and have a tendency to slump through the bottom. Probably some of our boats will pay shippers for a load if it keeps on. The lumber freights are still weak.

Hart Brothers' new boat, building at Manitowoc, will be launched Wednesday. She is 170 feet long, 29½ feet beam, 10½ feet depth and will carry about 400,000 feet of lumber.

Sheriff's report a 6 feet 6 inch wheel shipped to Olympia, W. T., one 5 feet 4 inches to Escanaba, besides others to the south and west and orders are coming in every day.

Captain T. Richardson, of the Big Hilton, starts the ball rolling by flying the first C. and T. flag of the campaign, and his is styled the "banana" boat.

At Hatfield's coal dock they have been trying a new hoisting rig, but it is not a success, and they have gone back to horse power for the time being.

The last coal fleet has suffered considerable delay. In some cases it amounted to four and five days. The Davidson has been here a week but got away Saturday. S.

FRANKFORT.

Special to the Marine Record.

Propeller Cuba ran ashore half mile south of Point Betsy, at 7 p. m. June 22, a heavy fog prevailed, the lifesaving crew were on board in a few minutes, informed them of their position, and secured the tug D. P. Hall from Frankfort. The Cuba was out 18 inches. The tug dredged a channel and released her at daylight. She was uninjured, and passed down on her trip to Buffalo, corn laden. The new steam barge, Mark Hopkins, is here loading lumber for Buffalo; she is a stauuch craft now on her seventh trip.

U. S. revenue cutter, Andrew Johnson, Captain Baker, came in last Sunday, remained until Friday, during which time she was thoroughly repainted, and left port shining as bright as a dollar.

U. S. supply steamer Dahlia, commander, C. E. Clark, called here Thursday with supplies for Pierhead light.

Lieutenant J. H. Rogers, inspector; and Captain N. Robbins, superintendent of life saving station, 11th district, were here this week at Frankfort and Point Betsy station on official business. The past week has been very foggy on lake, and hot on land. Steam fog whistles are continually heard from morning till night. BURMEISTER.

SAULT STE MARIE.

The big lumber barge Wahnapitae went hard aground in the Soo river and will have to be lightered.

ASHTABULA HARBOR.

Special to the Marine Record.

Business at our port is lively, everything and everybody working to their full capacity; eternity is even crowded out of our thoughts by Sunday work; the L. S., however, only worked one boat last Sunday, but the A. & P. dock was being worked 100 strong. The pleasure steamer Barnhurst was up from Erie Sunday on a pleasure excursion and worked the harbor for short trips into the lake at 25 cents a head per trip; and here we inquire where will it all end? We hope, unlike Sodom and Gomorrah, there may be found here good men enough to save our city from destruction.

Propeller E. B. Hale is being painted. S. E. Sheldon and consort load coal for Port Williams.

Steambarge Alpena is at Devney's yard having new stem, new bulwarks forward, and new chocks; herself and consort load coal for Lake Linden.

Schooner Foster gets 60 feet new monkey rail; propeller S. Mather loads coal for Connor's Point.

The Robert L. Freyer, a new wooden boat, with easy lines, staunch appearance, and with every patent appliance, is unloading ore at A. & P. docks.

Steamer F. W. Wheeler goes to Buffalo for coal, will return for consort and go to Duluth; the Wheeler is having 60 feet of main rail put in as a result of collision with the steamer Corsair.

Schooner Owasco at Laird & McLaren's yard is getting new main boom, lost on Lake Huron; also new bitts fore and aft.

Propeller Henry Chisholm is repainting.

The dredge Erie is working in the river channel abreast of upper L. S. slip, making it wider and deeper.

Dredge Hercules is cleaning out the channel from the government pier to the swing bridge.

The schooner Frank Perew loads coal for Lake Linden. F. L. T.

DULUTH.

The directors of the Y. M. C. A. have decided to build a boat-house at once. Architect Rudolph has drawn a rough sketch of a one story wooden structure surmounted by a cupola, whose dimensions shall be about 25x50 feet. It is intended to make it a floating building, so that it can readily be moored. A location has not yet been obtained, but there is a probability that it will be placed in N. P. slip. A number of pleasure boats will be ordered at once. The association now has in its possession a four oared shell and a double.

Captain Flynn, of the Barker, arrived early Saturday forenoon from Grand Marais, where he reports having left the Ossifrage leaking badly. The Ossifrage had run aground in the dense fog near Grand Marais, but was pulled off by the Barker after several hours work and towed to that place. She is receiving sufficient repairs there to allow her to proceed to Duluth, and will probably arrive here all right.

Wheat freights are still dull, at the lowest point of the season.

Water in the harbor is resuming its normal stage gradually, and work is not impeded by it. It is stated that several bad bars and humps have been formed in the Superior side of the bay by the current of the river.

Captain Alexander McDougall's cigar-shaped barge, launched at Duluth last Saturday, is being examined by the committee for a classification in Inland Lloyd's Register. The commitee is somewhat puzzled, as the boat is something new in marine architecture and has features not covered in the requirements for a high rating, and some important points are omitted. The Chicago hull pool has taken her insurance, and Captain Rardon says that is the best proof of his confidence in the new boat's success. He states that she cannot be sunk by any storm. When she is loaded the boat is hermetically sealed and presents an oval appearance above water The work of steering and managing is done from turrets. The success of Captain McDougall's experiment means a partial revolution in the construction of lake tow-barges.

The new steamship Northern Light arrived in port Sunday June 24, and has been unloading coal ever since, she is a trim looking craft and one of the finest of the many fine vessels seen in Duluth this season.

THE CHICAGO CONVENTION.

CHICAGO, ILL., June 22, 1888.

To the Editor of the Marine Record:

I thank you very much indeed for the money you sent me, and for the letter of introduction to the mayor of this city, and feel very much honored by having had a letter to a gentleman, held so high in public estimation, that they elected him chief executive of a city like Chicago. You told me to be sure and use the letter, and to call upon Mr. Roach. I did so, that is, I went up to the mayor's office, handed my letter to a sentinal at the door, and sat down on a dry-goods box to await the result. In about five minutes the door keeper returned and handed me a bright new silver dollar with the compliments of the mayor, and the suggestion that the contingent fund had become somewhat exhausted, and he could do no more for me. With commendable journalistic forethought I hastily grasped my note book and asked the man what he meant, and what he gave me the dollar for. "Why," said he, "arn't you a republican delegate?" "Why certainly not," I responded, "I am a newspaper man from Cleveland and came here to report the convention." The gentleman bowed low and said he hoped I would pardon him, but that so many delegates had visited the city and had applied for public assistance to go home, and that each one came with a letter of introduction from influential constituents, that he naturally thought I belonged to the party.

"You'r perfectly excusable," I said, whereupon he gave me in charge of a police, claiming that I had obtained money under false pretences.

Your letter of advice directs me to fully express my views upon the probable presidential candidate, which I find rather difficult to do, because according to one of the morning papers, which printed a long editorial touching the necessary character to be a presidential candidate, the man does not live in this country who can pass the examination, for it says, that the presidential candidate must be a man against whom no word of scandle can possibly be uttered. So that closes the door against any man with brains enough to write his name, or nerve enough to express his opinion and shuts me out entirely. You advised and instructed me to get acquainted with as many people as was possible, and to place myself on friendly terms with them, so, to carry out your instructions, I join, first, "The Tincup Brigade" of Smithville, a club that marched beneath the folds of a Gresham banner, second, "The Longcoat Club" of Brounton, which was supported by Blain's flag, third, "The Fishbate Club of Lake City," that carried the streamer of Ben Harrison, and I was just on the point of joining Sherman's "Long Republican Club," when I found that I had been rejected on the ground that I was trying to ride too many horses at one time. They led me to the door of the club room, and just before they threw me out, the president said, that he hoped this would be a warning, and that I would in the future remember, that political success was the same as success in anything else, that in order to be gained one must stick to one thing, and not attempt to support a half dozen men at one time as I had done. I have been engaged to deliver a lecture on the life and character of the forthcoming candidate, and as I have it already written out, all I have got to do, is to insert the gentleman's name, and although all of the papers want it, the RECORD is the only paper that can have it. THE SECOND ENGINEER.

SUIT FOR A SAILOR'S LIFE.

At 1 o'clock on the morning of May 27, 1886, when the schooner J. M. Forest was off Waukegan, in tow of a tug bound for Chicago, Captain O. F. Saunders, her master, called all hands to take in sail. Ole P. Anderson, the mate, responded to the call and went forward to get the men. When he was about midway between the fore and main rigging the foresail suddenly jibed. The heavy boom swung across the deck load with terrific force, and hitting Anderson, knocked him overboard into the lake. He cried for help, and two seamen who were on the quarter deck sprang to the boat falls and began to lower away the boat, but before it had touched the water Captain Saunders took the port fall from the hands of the man who was manipulating it and ordered him back to the wheel, which he had deserted in his excitement. This man's story of what happened afterward, as contained in an affidavit made and sworn to forty-eight hours after the accident, is interesting. He said that Seaman Gunderson, who was at the star board fall, continued to lower away as rapidly as he could without capsizing the boat, but Captain Saunders, after paying out a foot or two of his fall, declared that it would be useless to lower any farther, as the man would be drowned anyhow. "For God's sake," Gunderson cried, "lower away, captain, and we will save him yet. I'll go myself." "And so will I," cried the man at the wheel. But the captain was obdurate. He would not lower his end of the boat any farther, and Anderson perished. The witness says he distinctly heard the drowning man cry out for assistance after Captain Saunders took hold of the boat, and he was confident that his life could have been saved, for the water was smooth and there was comparatively little wind. Hours afterward the Forrest came into the harbor with colors at half mast out of respect for the memory of the lost sailor. The drowning was reported to C. E. Kremer, the admirality lawyer, the day the vessel arrived, and he determined then to bring the matter to the attention of the courts. Recently Captain John Keith, vessel agent, consented to become administrator of the dead sailor's estate, and also to bring suit against Saunders for $5,000 in behalf of the heirs, the widow and four children. It is said to be the first action that has ever been brought in the courts to recover damages for the loss of a sailor's life at sea.

In regard to this matter the London Nautical Magazine well says:

There are many who think that, with noticeable exceptions in the case of certain well-known employers, the relations between Jack as a body and his employers as a body are now no better than they ought to be,—that he has not gained much, socially, morally, politically, or pecuniarily, from the philanthropy or generosity of his employers, but has actually suffered much in all these respects, from the singular conditions under which he has carried on his employment; and who think that the sooner Jack is given to understand that his life and limb are as sacred in the eye of the law, and as pecuniarily valuble as the life and limb of any workman ashore, the better it will be for himself, and for his employer, and for the State.

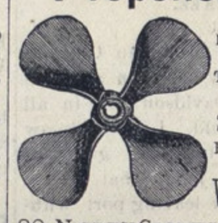
DEATH OF CAPTAIN FRINK.

Captain John J. Frink, master and part owner of the steamer Otego, died at the hotel Avon, No. 282 Wabash avenue, under rather suspicious circumstances, and the police have a job on hand in clearing away the mystery surrounding the occurrence. Though a man of family and high social standing at Marquette Michigan, his home, Captain Frink appears to have been a "man about town" in the broader acceptance of the term, both in Chicago and other lake ports. On Thursday last Captain Frink's steamer came in with a load of stone from Portage Entry, consigned to Furst, Jackobs & Co., having in tow the schooner Monticello, laden with a like cargo and consigned to the same firm. The towing charges of the latter amounted to $500, and this Captain LeClair handed the licensed mariner in currency. Captain Frink then went to the office of Beckwith & Fleming, the well-known vessel agents on Sherman street, and had a check for $1,404 on the first national bank converted into cash.

Aside from the towing bill of $500 and the $1,404 in cash, the captain had upwards of $600 in his pocket, making an aggregate of a trifle more than $2,500 in currency, besides checks from Furst, Jacobs & Co., for $1,500 more. When his wallet was opened after his death Saturday afternoon the checks were still there, but $2,300 of the currency was missing. Thereby hangs a mysterious tale.

The cause of Captain Frink's death is not clear, nor is the truth likely to be made apparent until an autopsy is made. The navigator, according to the story of the woman in whose arms he expired, died from the effects of an overdose of chloroform, self-administered, to alleviate the pain consequent of an affection of the bladder. According to the story of Dr. Singly, who attended the man, the direct cause of death was the malady itself.

Propeller Wheels.



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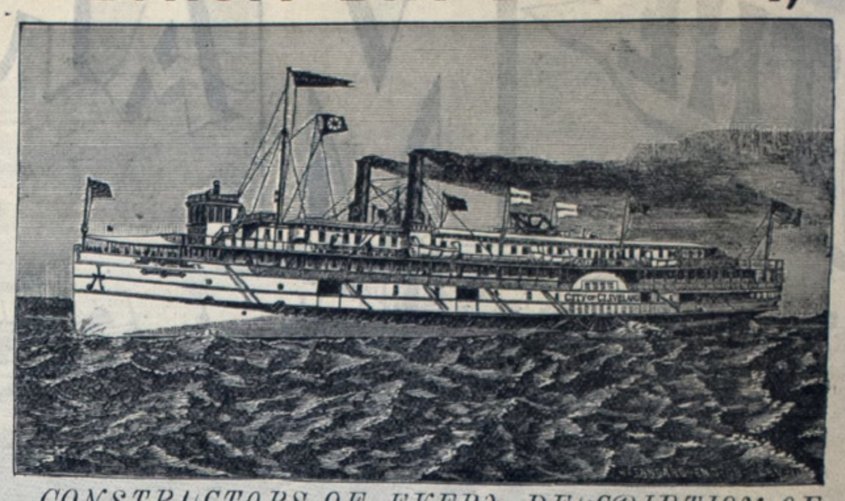

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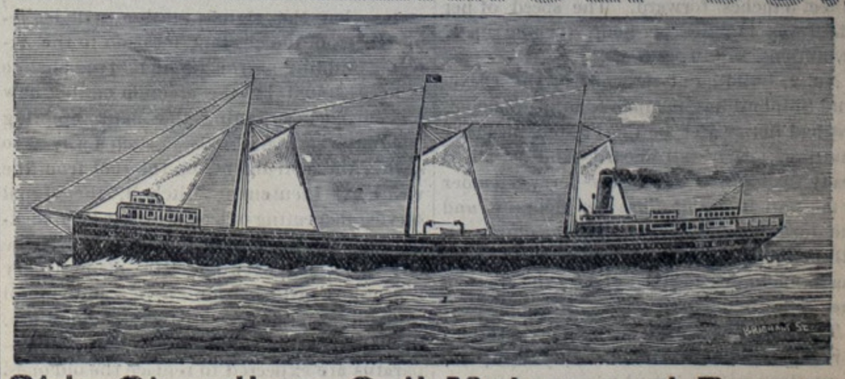

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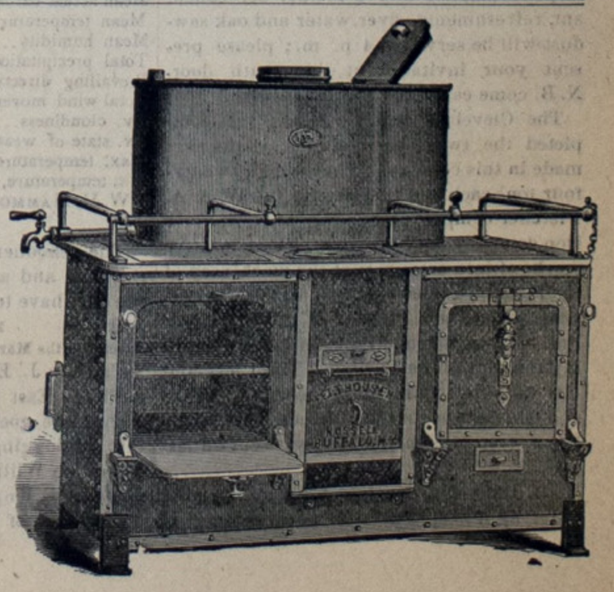

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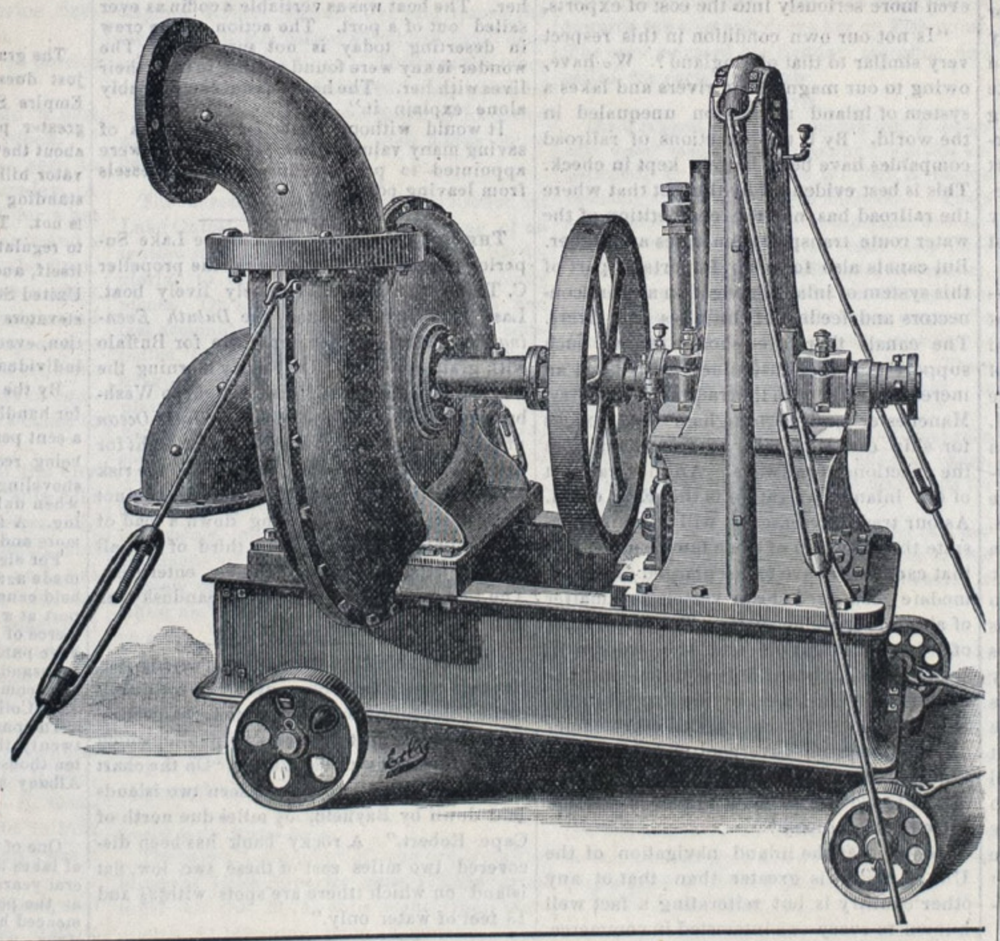

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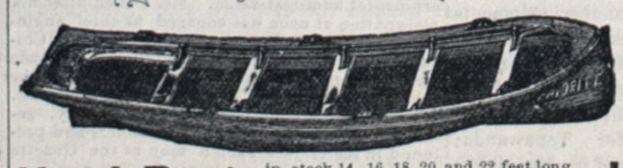

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Marine Record.

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THOMAS WILLIAMS, Associate Editor.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JUNE 28.

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MARINE RECORD—OFFICIAL PAPER.

DISCHARGE OF CREW IN A FOREIGN PORT.

A dispatch from Amherstburg, Ont., gives the latest trouble: "Last Friday the schooner Ironsides arrived here with a load of coal for J. G. Mullen from Cleveland, and Saturday the captain discharged his men and paid them off. Now the men are going to make it interesting for the captain for paying them off in a foreign port. They are interviewing the United States consul at this port and there is no doubt but what they will receive his protection, as there is a heavy penalty attached to the offense the captain of the Ironsides is charged with."

Where a seaman has been wrongfully discharged at a port different from that at which his agreement was to have terminated he is entitled to his expenses to the port of departure but he must make reasonable efforts to procure service in another vessel. While it is held that a voyage is ended when the cargo is discharged. We are not however certain that this ruling will cover the complaint cited above. But it is held (R. S. 4582 Sec.) that whenever a vessel is sold in a foreign country and her crew discharged, it shall be the duty of the master to produce to the consular officer the certificated list of his ship's company, and also the shipping articles and to pay to said consular officer for every seaman so discharged one month's wages over and above the wages which may be due to him at the time of his discharge; but in case the master of the vessel so sold, shall with the assent of said seaman, provide him with adequate employment on board some other vessel bound to the port at which he was originally shipped, or to such other port as may be agreed on by him then no payment of extra wages shall be required.

A law, now repealed, provided that where a crew was discharged in a foreign port without cause, the seamen were entitled to three months extra wages, whether the discharge took place at or before the termination of the agreement and that if the vessel was prevented from returning home by a higher power, they were entitled to two months extra pay and expenses, for which the master was directly liable.

The above act was amended in 1884, by act of June 26, making it lawful to ship or engage seamen at any port in the United States in the manner provided for by law to serve on a voyage to any port and it has been suggested that ships bound to foreign ports stipulate in the articles of agreement for an outward voyage only. The men so shipped could leave the vessel in the foreign port and there would be no violation of contract or charge of desertion and they would therefore be entitled to wages without deduction. This privilege has often been availed of on ocean going ships of all nations. Thus as we have said, the voyage virtually ends with the discharge of cargo. The master may, however, reship the same crew to the port of departure without the payment of additional fees.

Section 20 of the same act says that every master of a vessel in the foreign trade may engage any seaman at any port out of the United States, in the manner provided by law, to serve for one or more round trips from and to the port of departure, or for a definite time, whatever the destination, and the master of a vessel clearing from a port of the United States with one or more seamen engaged in a foreign port, as herein provided, shall not be required to reship in a port of the United States the seamen so engaged (in a foreign port) or to give bond as required, by section 4576 R. S., to produce said seamen before a boarding officer on the return of said vessel to the United States.

In this privilege to ship men to be discharged abroad, and the modification of the Statute in certain cases by the section last cited it has been doubted whether the crew bond is of any further practicable utility. It is however of use in tracing the seamen and when applied to native Americans is but what justice demands.

It would therefore appear that the case of the Ironsides will depend entirely on the agreement entered into between the master of said vessel and the seamen, as to whether the men can recover damages or extra wages.

VALUE OF INLAND NAVIGATION.

The New York *Maritime Register* says that canals and other inland navigation are attracting much attention in England at present. This has been caused by the demand for cheaper transportation. The very great advantage which the rapid development of the English railway system offered to manufacturing districts gave the railways a power which they have increased enormously, and the slower water system of transportation has been to a certain extent neglected for the quicker time and all extending arms of the iron rails. But one result of the monopoly of carrying powers by railway—the increase in the cost of goods for export—is now seriously impressing itself upon English merchants. It might be thought that in a country of comparatively limited area like England, this charge would not assume such proportions as to cause serious consideration. But the facts are that inland carriage in England is high enough to interfere detrimently with the cost of her exports. The experience that England is undergoing in this respect must have an interest for the merchants of this country, where the territory traversed by goods is so much more extensive and where by consequence transportation charges must enter even more seriously into the cost of exports.

"Is not our own condition in this respect very similar to that of England? We have, owing to our magnificent rivers and lakes a system of inland navigation unequaled in the world. By it the exactions of railroad companies have been largely kept in check. This is best evidenced by the fact that where the railroad has not the competition of the water route transportation rates are higher. But canals also form an important part of this system of inland navigation and are connectors and feeders of the lakes and rivers. The canals therefore should receive such support that their usefulness will be in an increasing ratio with the trade of the country. Manchester and Birmingham are anxious for ship canals in order to free them from the exactions of railways. An integral part of our inland navigation is the Erie canal. As our trade increases, it will be found, despite the objection of some few farmers, that that canal will have to be enlarged to accommodate good sized steam vessels as a matter of absolute trade necessity. The importance of inland navigation and the wonderful system that exists in this country and Canada is best illustrated by the arrival in the St. Lawrence river last week, of a steamer of 1100 tons from Liverpool and bound for Chicago. Can argument be stronger than this to prove the value of the canals to the trade of the country?"

To say that the inland navigation of the United States is greater than that of any other country is but reiterating a fact well known to every one interested in commerce. These national advantages deserve the most liberal policy on the part of the government. The fact that inland navigation forces lower transportation than we would otherwise obtain is well defined by the present attitude of the railroads. It has been frequently asserted by railroad magnates that they would ruin the business of vessel owners, and that the entire interest must of necessity take to the plow to provide produce for railroads to carry. What do we see today; these same railroad officials, finding that their grand policy could not prevail, have been compelled to acknowledge defeat by building steamboats to run in connection with their rail lines, thus showing that heavy freight can be transported cheaper by water than rail. This is becoming more apparent every day and, as it is desirable to place our produce on foreign markets as cheaply as possible, to compete with that of other countries, this action should attract the close attention of congress. The action of England should be anticipated and not one proposed improvement should be passed by without receiving the attention it deserves.

The enlargement of the Erie canal would, as our contemporary suggests, be one grand factior in improving our system of inland or water transportation. In lieu of this a canal might be built on the American side of the falls, thus making an outlet by way of the St. Lawrence river to the seaboard, giving us facilities equal to those now enjoyed by Canada.

THE total number of registered craft that used Ste Mary's Falls canal during the season of 1887 was 570. Their total registered tonnage was 320,346 tons, with a total valuation of $19,773,950. Of the whole number, 498 were American craft, with a registered tonnage of 299,828 and a valuation of $17,684,550. There were seventy-two Canadian craft with a registered tonnage of 29,578 and a valuation of $2,089,400. The number of Canadian craft is 12 per cent, of the total; registered tonnage, 9 per cent; valuation, 11 per cent; freight tonnage, 7 per cent, and passengers carried, 40 per cent.

The steambarge Spokane is credited with the most mile tons, 39,716,953. She was also the first boat to break through the ice of Mud Lake.

The steambarge Onoko reported the most freight tons through the canal, 46,429. She also has the greatest registered tonnage of any craft that used the canal, 1,933.

The Canadian propeller Alberta reported the most miles run, 30,798.

The Wahnapitae reported the largest single cargo, which consisted of 2,000,000 feet, board measure, of green pine lumber, estimated at 4,000 net tons.

HAVING read in the *Chicago Tribune* of June 27th the following, we would like to be informed who the "government inspector of vessel hulls" is, to which it refers, as we are not aware that there are any government inspectors of sail vessels.

"The crew of the schooner Orkney Lass were a happy lot of men when that boat was towed into port to-day. They did not wait long to leave the vessel, which had come near being their coffin. When in midlake the schooner sprung a leak, and soon afterward became water-logged in this helpless condition she was picked up and towed into Racine with half her deck-load of cedar posts gone. She was on her way to Chicago.

Gross negligence was shown by the government inspector of vessel hulls in allowing the Orkney Lass to leave port at all, as her inability to weather a sea was clearly shown to-day. The boat is over thirty years old, and lay on the bottom of the north branch of the Chicago river half a decade. Three years ago she was raised and was put in dry-dock to be patched up so she would float. She was described when she came out to be as "crooked as a rail fence." She was afterwards bought by George Buzard of Port Huron, who has since sailed her. The boat was as vertiable a coffin as ever sailed out of a port. The action of the crew in deserting today is not surprising. The wonder is any were found willing to trust their lives with her. The hard season can probably alone explain it."

It would without doubt be the means of saving many valuable lives, if inspectors were appointed to prevent unseaworthy vessels from leaving port.

THE Buffalo *Express* says, if the Lake Superior papers are an authority the propeller C. Tower, Jr., is an extremely lively boat. Last Thursday afternoon the *Duluth Evening Journal* reports her departure for Buffalo with grain and flour. On Friday morning the *Duluth Daily News* reports her light to Washburn for corn, while the *Superior Inter Ocean* of Friday sends her to Two Harbors, light for ore. If the underwriters who have the risk on that excellent, but devoted steamer, do not protest against her bringing down a load of flour, another of corn, and a third of ore, all on one trip, they lack business enterprise. The fact is she brought flour to Sandusky as usual.

CONRANDER BOULOH of the surveying str. Bayfield, sends from Serpent river, for publication, the following information respecting shallow spots just discovered by him, which will be of interest to navigators: "On the chart of Lake Huron there will be seen two islands laid down by Bayfield, 5½ miles due north of Cape Robert." A rocky bank has been discovered two miles east of these two low, flat island on which there are spots with 9½ and 13 feet of water only."

CAPTAIN C. E. L. B. DAVIS recently in charge of the harbor works at Milwaukee has been promoted to the rank of mayor with head quarters at Duluth, Captain Wheeler retired and Captain Quinn becomes senior ranking captain.

The following are the lumber shipments from Manistique for the week ending June 23: Schooner Edwin, 373,000 feet of lumber for Tonawanda; schooner Montpelier 340,000 feet of lumber for Detroit; schooner Atwater, 385,000 feet of lumber for Tonawanda; schooner Fulton, 395,000 feet of lumber, 30,000 lath for Tonawanda; propeller Canisteo, 700,000 feet of lumber for Tonawanda; schooner Kewannee, 250,000 feet of lumber for Racine; schooner Seaman, 230,000 feet of lumber for Chicago.

LITTLE RECORDS.

Vessel men are again complaining of the light keeper at Skilligalee. They say that little attention is paid to the fog whistle.

Captain Wm. A. Andrews sailed from Point ou Pines June 20th, in his 14 foot dory Dark Secret, in his voyage across the Atantic. He expects to make Queenstown in 70 days.

The schooner Lem Ellsworth, which struck a rock in the St. Lawrence river last week, has been towed to Oswego for repairs. The hole in her bow was patched up by a diver and the steam pumps kept her free of water while crossing the lake.

The tug Sea Gull, which came in collision recently with another steamer off Long Island and sunk, has been successfully raised and is now on her way to the Straits. She is owned by James Reid & Co., of St. Ignace. She has two spars and carries 600 tons.

Booth & Sons of Escanaba have purchased a fine steamer, the Hunter, built at New Bedford, Mass, and will bring her to Manitique and run her between there and St. Ignace. She is 188 feet long, 20 feet beam, fast, and nicely fitted up for passengers.

Frank Perry's tug, the Andrew J. Smith, has a raft containing 5,000,000 feet of logs to tow from Two Heart river to Lake Linden, for the Calumet & Hecla mine. The raft is one of the largest ever made up on the lakes. Mr. Perry has towed 11,000,000 feet of logs already this season with the Smith.

Four young men, from 16 to 19 years old, went sailing on Portage Lake, Michigan, Saturday afternoon, when a squall struck them and capsized their boat. One caught in the sail and drowned soon after. Another clung to the boat five hours and then went under. The boat drifted ashore at 8 o'clock. Two reached shore.

The new surf boats now being supplied to life saving stations on Lake Michigan are the type used by New Bedford whalers nearly one hundred years ago. The one delivered at Two Rivers is 27 feet long, 7 feet beam and weighs 900 pounds. It is double tanked and built of white oak and cedar, fastened with copper. It is intended twelve oars, but six single oars can be used. The boat is handsome in outline and pronounced a perfect surf-rider by experienced boatmen.

THE BANGS WHEEL.

MILWAUKEE, June 26.

Editor Marine Record, Cleveland, Ohio:

In a recent issue of your paper your Milwaukee correspondent tells of a trial of the Bangs patent propeller wheel, that it "collapsed when backed up." The facts are, that it was used four days, backing and running in all shapes, but owing to not having been properly made, and poor workmanship, it did not stand reversing at 235 revolutions. Now, as to the wheel we can say that it pushed a boat 10 miles an hour on Lac La Belle Lake, last Saturday, and her best record with her old wheel was 5 miles per hour. The Bangs wheel will be seen at the Cincinnati exposition, and then marine men can see and compare it with others. Hope your correspondent will have his wheel there and test it with the Bangs.

When your correspondent wishes to discredit an article that is coming in competition with his own product, he should try and confine himself to the truth, however hard it may be for him to do so. Yours respectfully, FACTS.

DEFEATED AT LAST.

The grain elevator ring has at last received its just dues, and in consequence the ports of the Empire State will have increased business and greater prosperity. There can be no doubt, about the constitutionality of the McEvoy elevator bill, which has just become law, notwithstanding the fact that the elevator men claim it is not. The state has unquestionably the power to regulate the charges of corporation created by itself, and there is at least one decision of the United States Supreme Court to the effect that elevators are proper subjects for similar regulation, even when they are the property of private individuals.

By the provisions of the McEvoy bill the rate for handling the grain as above is five-eighths of a cent per bushel, the steamships and canal boats being required to pay only the actual cost of shoveling the grain to the leg of the elevator when unloading and trimming cargo when loading. A fine of two hundred and fifty dollars or more and costs is imposed for violating the act.

For eighteen years a vigorous fight has been made against the elevator interests which have held canal terminal charges at Buffalo and this port at a rate so exorbitant as to cripple the commerce of the canal. Hitherto vessels at Buffalo have paid five dollars and seventy-five cents per thousand bushels for transfer while their Canadian competitors paid but two dollars at Sarnia and Collingwood.

The passage of this elevator bill makes happy twenty thousand canal boatmen of the state and ten thousand tugboat men at this port, Buffalo, Albany and Troy.—New York Marine Journal.

PERSONAL.

One of the best known engineers on the chain of lakes is Mr. George Cowen, who was for several years the United States inspector of boilers at the port of Grand Haven. Mr Cowen commenced his steamboat life on the famous Hudson river, where his gentlemanly deportment won for him the esteem of all who came in official relationship with him. Subsequently he served his time in a machine shop, after which he again went to marine work, seeking the sea as his field of labor. Becoming a licensed engineer, he finally migrated to the west, and entering the lake marine, soon arose to distinction as chief engineer from which position he was appointed inspector, an office he resigned upon the change of governmental administration. Mr. Cowen after his resignation at once was engaged as chief engineer of the Union Lesgue Club building in Chicago, where his genius, taste and energy has made his position one of honor, and gained for the gentleman in charge respect and confidence. Mr. Cowen is a young man, yet under forty, genial in disposition, elegant in manners and profound in logic, just such a man as the Gazette likes to know.—National Railway and Steamship Gazette.

We can reecho all the good things said of Mr. Cowen, as can any of his host of personal friends throughout the lake region, where he is so well and favorably known.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

A NOVEL LAKE BARGE.

For more than ten years Captain McDougall has had in his mind an idea of the vessel he wanted to build, combining many important advantages, and he has built and experimented with many a model during that time. His plans have been patented, but it was not until last year that he was enabled to carry out in practice his design. Then he purchased a large and heavy plant for ship building, and last fall set up at Rice's Point presses, punches, rolls, shapers and drills of power and capacity enough to build almost any iron or steel hull. All winter seventy or seventy-five men have been employed at the yard setting up and putting together the vessel, and into her construction no less than 450 tons of steel have gone.

The *Duluth Herald* says: This novel cigar-shaped barge, which has been named "101," was launched on the 23rd instant in the presence of 3,000 people. The launch was a perfect success and lies easily in the water. She is built of steel and is 187 feet extreme length, 25 feet beam and 18 feet 3 inches molded depth; she resembles nothing so much as the vessel described in Jules Verne's famous sea story. The bottom of the boat is nearly flat with a shallow keel of bent steel plates; about 20 feet from either end, the bottom slopes upward and both bow and stern come to a sharp point on the line of the upper deck. From the bottom the sides of the vessel rise to the load water level in almost the same lines as some of the largest and most successful vessels on the lakes, the Onoko, for instance, or the iron ships of the Lake Superior Transit company. In fact the shape of the vessel below water line, the thickness of the steel, ½ inch on the bottom and ⅜ inch above, the size of the heavy frames and the capacity are almost identical with the iron passenger ship Japan, of which Captain McDougall was for six years master.

It is only above the load line where the new vessel shows her great variance from acknowledged models and here the difference is entirely in her favor as a carrier of heavy freight. The curve of her sides is carried up and around so that all that will show above water when she is loaded is five feet of the top of a long steel cylinder. Twenty feet abaft the bow and the same distance forward of the stern, turrets are raised, each 8 feet in diameter and 7 feet high, and within the after one is the ship's steering wheel. Above the after turret is raised an oaken pilot house 10 by 12 feet in size, and in this, as well as on the forward turret, is a fine Providence capstan.

From one to the other of these turrets are steel ropes, guide lines for the crew, and between them are bolted the nine sliding hatches through which her cargo will be handled. The molded ends are divided from the main part of the vessel by tight bulkheads. In the forward bulkhead is placed a heavy Providence windlass and other apparatus for working the vessel while the after one forms the cabin and accommodation for the small crew. They are lighted, as are the turrets, by deadlights, and are connected below deck by a low passage way above the cargo hold. Snubbings posts are set forward and aft and the tow line passes forward through a thimble placed in the extreme bow. The boat is fitted with two double pumps, and cast iron fender posts are bolted along each side. She is expected to carry about 1,000 gross tons on 14 feet draft and her custom house tonnage is 412.32.

Should this vessel prove a success, and she is to be put in about a week in the most trying business possible—the iron ore trade—a second ship on the same plan but about twice as large will be put on the stocks. The 101 is an exemplification of pure pluck and perseverance, and was built in the face of obstacles that would have discouraged a less persistent man. Had it not been for certain personal difficulties she would have been launched and in commission over a year ago, and the possible question of her success would have long ago been settled. Her cost is about $40,000.

At the Chicago drydock Co's., the steamer Peerless was in dock for a new wheel, the tug Monitor for a new stern bearing.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

Special to the Marine Record.

The striking ship carpenters at the yard of John Oades have all been paid off and he is now running business with a small force of twenty-five or thirty men, and will engage other help as soon as he can.

The steam yacht Roberta has been it port here having her brass work nickle plated. Her owner, Mr. Egnew of Mt. Clemens, is highly pleased with her; her boiler, built by Messrs. Dresner & Ritchie, East End Boiler works, was tested with a steam pressure of 250 pounds to the square inch and never leaked a drop, which proves conclusively that although the builders are a new firm and are young men, they understand their business.

The steam yacht Ramona, built by the J. Bigler Manufacturing company of Newburg, N. Y., and last fall purchased by Mr. L. A. Hall, of the "Soo," is in the Detroit drydock for a new shaft, new wheel and general overhauling; she is a fine looking craft and has a record not to be despised by our steam yachts on the lakes. She is built of steel and her dimensions are, length 104 feet, beam 14 feet, depth 8 feet, capacity 28 tons; her machinery is a fore and aft compound engine of the most improved design, 12 by 12 and 12 by 22 with 12 inch stroke; her boiler is 5 feet diameter by 16 feet length, allowed a working pressure of 110 pounds to the square inch; she has also two spars with plenty of canvas, which is utilized when she gets an opportunity to display her power of speed by sail. Her cabins are finished in mahogany with four staterooms luxuriously furnished. The crew's quarters are also mahogany finished, very roomy, considering her build, and all below decks. Taking her all around she is a fine boat, and will hold any of our crack boats a pretty close rub since she develops a speed of twenty-six miles per hour. The repairs are being carried on under the supervision of Ben. Williams, whose experience in yachting is only exceeded by his resolution to be genial, civil and entertaining.

At the Wyandotte yard of the Detroit Drydock company they are about to begin work on two new steamers, 280 feet keel, 40 feet beam, 22½ feet moulded depth, with a capacity of 2,500 net tons on a draft of 15 feet. Their engines are the same size and power as the E. M. Peck, recently built and put into commission, and which has resulted so satisfactorily to all interested.

The schooner Racine is in the Clarke drydock for recalking and general searching.

The English steamer Rosedale was the object of much gaze as she lay across the river at Hurley's coal dock taking on fuel Tuesday. Your correspondent had the pleasure of looking her over, and must say, that although she is a little more nicely finished than some of our American carriers she cannot compare with them in points of model, speed, or capacity. She is 185 feet over all, 166 feet keel, 35 feet beam, 26 feet depth of hold, with a capacity of 1,200 tons; she is built of ⅝ steel plate, is provided with steam steerer, windlass, capstan and hoisting engines; her two spars are used for hoisting cargo in and out; she has two gangways on each side, three main hatches and the same number below, three large water ballast tanks with a holding capacity of 600 tons of water. Her engines are triple expansion of the latest English type, 17, 28, and 56 by 36, developing 1,000 horse power, and two Scotch type steel boilers of 1¼ plate, 12 feet 6 inches diameter by 10 feet 6 inches length, allowed a working pressure of 155 pounds to the square inch. This machinery was all built at Sunderland, England. Her cabins are elegantly finished in mahogany and the captain's room is a gem. Upon her arrival at Montreal Captain Robertson, who brought her across the ocean, gave up his charge to Captain Hewett, late master of the steamer Cuba; William Shields is chief engineer, sent out by the company who built her as guarantee man. She left for Chicago Tuesday, p. m., after taking on fuel.

The Detroit boat works are building as an experiment, a neat steam launch 30 feet long, 5 feet beam, and 28 inches deep, to be propelled by a new gasoline engine invented by Mr. Blunt, of Springfield, Ohio. This engine if successful will be most convenient for such craft, as full power can be developed in three minutes from the time the gasoline is ignited and it is very simple in construction. It no doubt will come into general use very soon, (if this trial proves satisfactory,) for pleasure boats, yachts and the like, since it does not require a licensed engineer to handle the engine, and the motive power can be generated so rapidly and cheaply. The company have built about 200 life rafts so far this season and are now working on a 14 feet dinghy for the City of Cleveland to hang over her stern for instant use in case of accident.

Messrs. Samuel F. Hodge & Co. have made repairs on the steamer Mounteagle, furnishing new follower and piston heads. Thus far this season the company have put out twenty-eight new propeller wheels, all of which have given good satisfaction, furnishing in several instances their wheels for boats that had tried several other kinds which were not satisfactory; one captain reported that with a Hodge wheel his boat made three miles per hour better time than she had done with any other. They have also put out eleven complete marine engines and one large stationary during this season.

The yacht club of this city are making preparations for a grand navel display on the river the 4th of July. The U. S. steamer Michigan has received permission to join with them, and it is expected that they will have a programme that will exceed anything ever before witnessed on the lakes.

The new steamer, F. & P. M. No. 4, will be launched from the yard of the Detroit Drydock company some day next week, probably Wednesday or Thursday.

HoP.

KINGSTON

Wednesday afternoon, June 20th, Captain W. Bajus' new steamer, which was built during the winter at Anglin's wharf, was launched. She is a very pretty boat, and when completed will cost fully $20,000, and be one of the finest steamers on the river. She will run between Kingston and Montreal, via Ottawa, and already she has been engaged to carry six excursions from places along her route. She has stateroom accommodation for fifty passengers, and her rooms and cabins will be fitted up in first-class style, and all the comforts of travel will be added. Just before she dipped into the water she was christened by Captain Bajus' youngest daughter Kathleen, the same name as she bears. The Kathleen is 109 feet over all, 28 feet beam, and her saloon is capacious, being 75 by 10 feet. Her hull is of iron, and her woodwork is the very best. She was designed by Captain Pierce, and her engine by W. W. Granger, of Detroit, but it will be built in the locomotive works. The boiler, which is one of the best ever turned out in the country, was made in the works named by R. Charlton. The joiner work was done under D. Harold, and the ship-carpentering under R. Robinson and M. Clayton, and all under the general supervision of Captain Bajus. It is expected that she will run from twelve to fourteen miles per hour and make a round trip between here and Montreal each week. The Kathleen will be towed to the locomotive works wharf, and get her engine and her machinery put in working order.

The SS. Rosedale cleared for Chicago last evening. The steamer McArthur tows to Quebec a ten-frame raft from Belleville. The propeller Niagara is in port with 100,000 feet of deals and timber from Manistee. The tug Storm King, of St. John, N. B., arrived last evening and proceeded to Lake Huron where she will be employed in the lumber trade. The tug Sea King, from New Brunswick, was expected to reach here today. She will work on the Detroit river.

PORT HURON.

The Gen. Burnside is in Wolverine drydock undergoing extensive repairs.

The tug Porter has been stationed here to do wrecking in Canadian waters.

The schooner Hoag will obtain a new cabin at Dunford & Alverson's drydock.

A remarkable phenomenon was seen in the Detroit river at Sandwich Thursday. A few rods from the shore the water, for what seemed to be the width of a few yards and a length of two miles up and down the river, was black as ink. The black water made a figure whose lateral lines were straight and well defined. The remarkable appearance was witnessed by a great number of citizens, some of whom thought it portentous of coming disaster, all acknowledging its cause to be beyond their ken.

Captain L. W. Young arrived in the city on Sunday last to find his beloved wife cold in death, his two little girls motherless. He was master of the steamer Egyptian, and stopped at this port on the 13th, and was going to send the steamer on, but his devoted wife told him it was only a poor spell she was having, and would not listen to his staying at home, but would telegraph him at the Soo if she was any worse. On the 15th of June a message went to convey the sad news to her husband that his wife was dead Through the kindness of Captain C. B. Galton, master of the steamer Wm. H. Gratwick, Captain Young was brought to Port Huron immediately. Mrs. Young was a faithful wife and a loving mother.

The barge J. C. King and Donaldson, coal laden, are still aground on the middle ground, near Point Edward. The tug Haight is at work on her.

LORAIN.

Special to the Marine Record.

The steambarge P. H. Walters went down off Lorain last summer. Efforts to raise her were unsuccessful and the boat was abandoned. The wreckers did succeed in towing the sunken craft to a point opposite the entrance to Lorain harbor. On April 25, 1888, Rosel Downer proceeded to Lorain with the wrecking schooner Highland Maid, and after forty day's labor succeeded in raising nearly all of the machinery and two pontoon chains, all of which he brought to Cleveland. Mr. Downer has instituted salvage proceedings in the United States district court and asks to have the property ordered sold to satisfy his lien of $2,000.

BUFFALO.

Special to the Marine Record.

H. G. Trout, of the King Iron works Buffalo, N. Y., has just received orders for two large wheels for steamers Mascotte and Olivette; which run from Tampa, Florida, to Havana, Cuba, and belong to the Plant line; also order for wheel from Morgan City, La.

Coal freights on Monday advanced 10 cents to Chicago, 5 cents to Milwaukee and 5 cents to Duluth. Of thirty-three charters made, only three were for spot tonnage. All the rest were to arrive and twenty-six of them from Ohio ports.

The propellers H. J. Jewett and Veronica collided near Belle Isle above Detroit Saturday during a squall, injuring the latter considerably. The Jewett arrived and appears not to be injured much, though she leaks slightly. Captain Phelps was unable to say how much the Veronica suffered. The storm made the boats for a time unmanageable.

There is still trouble with lumber shovers at Tonawanda. Almost every barge that unloads there reports that they are not working well since the failure of the strike. They are given to quitting work on any pretext and leaving the barges till another day.

S. R. Howell & Co., of Chicago, Ill., write that the Trout wheel put on the steamer Ida M. Torrent works splendidly and to ship another of the same at once.

The Sawyer & Austin lumber company, of La Cross, Wis., write that the Trout wheel furnished their boat is the best wheel they ever used.

Canal men held a meeting and appointed a committee to wait on the state attorney general and find out why the new elevator law is not being inforced here and at New York.

The propeller Saginaw Valley was launched at Black Rock Wednesday afternoon. She had been stuck on the ways since June 2, when the first attempt to launch her was made. She had been hauled out on the bank, and lengthened sixty-five feet. She will be ready for sea in a few days, but no work has yet been laid out for her.

The condition of the canal trade is something unparalleled in the history of this port. Boats are lying idle and have been for weeks.

The elevator bill which was strongly urged by the canal boatmen's union is charged with being the cause of the stagnation. To obtain the views of the boatmen themselves on he question several of the most prominent were visited by a reporter. Captain Shaw, of the boats Wright, Mary and Spencer, said the elevator bill had made matters worse. The carrying price for wheat would be about 2c to 4c per bushel, and for corn 1¼c, while the railroads are carrying grain for 5c on contract and are running trains of 100 cars each. Captain Shaw had done nothing since last November. Captain Clyde said the bill had hurt boatmen badly, and in his opinion discriminates decidedly in favor of the railroads. Captain Robert Barrett, Jr., said before the elevator bill was passed a boatman could earn a living. He can't now. This was the tenor of all the talk of the boatmen, many of whom had become so discouraged that they have tied up their boats and turned their mules out to pasture.

CHARLOTTE.

The increasing trade at Charlotte harbor, on Lake Ontraio, has caused the directing of attention to the dangers to large vessels, particularly, to the shoals that exist in many places. On account of these dangerous and fast accumulating banks all vessels are compelled to carefully feel their way in a very irregular course to and from the lakes. Complaints from shippers and vessel owners are becoming very frequent. Nearly every day some schooner or propeller gets aground and it requires hard work to release it. Last week the propeller Nipigon was stranded on one of the shoals, and it required the combined assistance of three steamers to release her. Vessels drawing more than twelve feet of water are endangered every time they make an entry The coal shipments from the Yates docks above range from 13,000 to 15,000 tons weekly, and vessels enter the port which when loaded full would draw over thirteen feet of water. As it is now, some of them have to stop at Buffalo and finish loading coal for fear of grounding at Charlotte.

MARQUETTE.

Special to the Marine Record.

The week's shipment of iron ore from the mines of Lake Superior were 172,858 gross tons. Of this 20,741 tons went from Marquette, 81,149 tons from Escanaba, 5,446 tons from St. Ignace, 44,501 ton from Ashland, and 21,021 tons from Two Harbors. This makes the season's total to date 835,348 tons. The shipments at corresponding date last year were 786,541 tons in excess to this amount.

MANISITIQUE.

Nelson Dailey, a young man about eighteen years of age, and who lately arrived here from New York, went in swimming at the dock just outside the light house. He told his companions that he could swim, but it seems he could not, as after diving in he went down like a shot. He came up once, and Mr. Asa Parker, who was with him, attempted to rescue him, but in vain. Daily sank once more, and was not seen afterward. An effort will be made to recover the body, but it is hardly possible that the attempt will meet with success.

SAND BEACH.

Special to the Marine Record.

The only marine note of any interest to the sailing fraternity is, that J. Jenks & Co. have had a dredge employed for several days this week dredging around their coal dock; so now boats of the deepest draught can land along side the warehouse and have plenty of water under them. T.

RACINE.

Special to the Marine Record.

Captain John Lysight has resigned his position as keeper of the Racine life saving station, to go into effect June 28. He will take a similar position at Grand Haven. George Breckerfeld will succeed him.

SHEBOYGAN.

Special to the Marine Record.

The steambarge H. P. Hayward reports passing near Skilligalee in a dense fog Saturday morning, and she did not hear the fog whistle until three miles this side of the light. Complaints will be made against the keeper for his negligence, which, they say, is an outrage to the shipping interests of the lakes.

CLAYTON.

The schooner Ellsworth loaded stone at the Island quarry last week and on Saturday p. m. while in tow of the Pierrepont of Kingston, she struck a shoal a short distance from the dock. She was quite badly disabled and had to call a steam pump and lighter. It was found that a hole about 20x15 inches had been made about twelve feet from her stem.

Leclerc, the young man who commited suicide from the steamer Corinthian in the Long Sault rapids, Wednesday, was a native of Quebec, and was on a wedding trip with his bride, to whom he was married in Toronto.

PORT ARTHUR.

The dense fog which often prevails on se and land mornings, sometimes rendering large buildings only a short distance away invisible, together with the trouble which the Campana experienced in making port, was a distant reminder to all interested in marine matters that a fog horn should be erected on the breakwater, say near the lighthouse, so as to assist navigation in reaching the docks with out so much inconvenience and delay.

Since the opening of navigation 755 cars of Manitoba wheat has arrived at the elevators here, making nearly half a million bushels. The amount shipped up to date via the lakes is 1,600,000 bushels. The first shipment of oats in bulk have been made via water during the week, and more are arriving. They are good quality, although not very clean, and weigh 30 lbs. to the bushel. Intelligence received from the east, states that the shipments of wheat are giving great satisfaction.

POINT AUX PELEE ISLAND.

The scow Bailey drove ashore near the store west side, on Thursday evening of last week. The master, A. O. McCormick, was in Sandwich, she was scuttled to prevent the heavy seas breaking her up. She was floated again Friday evening and started for North Bay, but her center board being gone, she had to turn, when the wind hauled north-west, and sail for the South Bay. The wind again shifted towards the west and drove her on Fish point. The crew released her Sunday morning, and sailed for parts unknown.

DULUTH.

There is great complaint among coal shippers and vessel men of the delays and troubles experienced by them at the St. Paul & Pacific company's dock. Said a captain today. "There has hardly been one cargo landed there this season that has not delayed the vessel from three to ten days. The schooner Michigan, for instance, which came with the tug Alenson Sumner, was there while other vessels with larger cargoes for Northwestern and Ohio companies, came in, unloaded, loaded and got down to Lake Erie. There has been a tow in port six days at that dock. It is a nuisance.

The Tower brings up a deck load of steel rails for the new Eastern railway, the first cargo. The Empire unloaded last night more rails for the Red River Valley road.

Iron ore shipments are much larger this season than was anticipated and vessel men are not so deep in gloom as they expected to be early in the season.

OWEN SOUND.

Mr. T. B. Polson of the Polson iron works company, Toronto, was in town yesterday, and it is understood concluded definitely with the mayor to establish a permanent shipbuilding yard at Owen Sound. The site provided by the town is an excellent one on the east side of the bay, about half a mile below the mouth of the river. Operations will be commenced upon the new C. P. R. steamer with a force of about 300 men.

PELEE ISLAND.

Vesselmen and insurance men will be pleased and especially interested in the new telegraphic and telephonic cable about to be laid down by the Dominion government from Pelee Island, Lake Erie, to the main Canadian shore. This cable will connect with both the Pelee Island light and dummy light on Point Pelee Spit, and will cross the north channel. The dangerous reefs so numerous off the south and west sides of Pelee Sound have long been the dread of sailors, and this cable will give instant connection and quick relief to vessels in distress. This most useful work is due to the persistent energy of Mr. J, C. Paterson, M. P., and Dr. F. B. McCormick, of Bine Island, who, after ten years' work have won this missing link. It is the intention of Dr. McCormick to work on for an extension of this cable from Pelee to Kelly's Island Ohio, which has its own cable now, and thus complete the circuit across Lake Erie between its islands, and among its shoals. From all the light-houses storm signals will be shown, and mariners warned of coming gales. The money for the work is already voted by the Canadian Government, and the cable will be laid in July or August of this year.

LAKE FREIGHTS.

Very little tonnage was on the market yesterday, and, as might naturally be expected, very few charters were made. The demand for coal tonnage was very active, and the rate to Chicago very firm at 90c, to Milwaukee 75c, with the probability also of an 80c rate.

Ore rates are easy at 85c Escanaba, $1.10 Marquette, $1.15 Ashland or Two Harbors. The only ore charter reported was the schooner Marengo, ore, Escanaba to Buffalo, 90c.

CHICAGO, June 27.—Vessel room was in good demand, but offerings of ready tonnage were light, and rates to Buffalo were steady and unchanged on the basis of 1½c for wheat, 1½c for corn, and 1½c for oats.

Canal freights dull. Wheat 2c, corn 1½c, oats 1½c to New York.

EAST SAGINAW, June 27.—Freight rates are unchanged at the following figures: Bay City to Buffalo, $1.75; Saginaw to Buffalo, $1.87½; Bay City to Ohio, $1.50; Saginaw to Ohio, $1.62½.

TOLEDO, O., June 27.—Charters: Steamer Monahansett, schooners Massasoit and Penokee, coal, Green Bay, 70c, the highest rate this season.

THE RIVER MYSTERY.

The following are the particulars of the discovery made at Point Tren, forty miles from Sault Ste. Marie the other day, which created such a sensation. In searching for a wreck, diver Joe Anderson, of Detroit, discovered an object which was hauled up with great difficulty by the crew. It proved to be a hard wood finished box with iron bands around, and attached to either end huge weights, with the evident purpose of sinking the same. On opening the box, to the horror of the spectators, the cramped-up form of a handsome woman was discovered. The clothes denoted that she was in good circumstances. The face showed signs that death must have followed extreme throes. The town is horror stricken. The wildest rumors are afloat. The inference is that some heartless captain must have aided the perpetration of the horrible deed, as it could not be done with an ordinary row boat, and everything shows that the person came from a great distance. The spot selected was one of the most dismal in the district. There was nothing on the person to lead to discovering the identity of the woman. An investigation is going on, but it is feared the crime will remain a deep mystery.

THE following resolution, which will be of general interest to mariners, has been introduced in congress:

Resolved, By the senate and house of representatives, etc., that section eleven of the act of congress entitled "An Act to Abolish Certain Fees for Official Service to American Vessels, to Amend the Laws Relating to Shipping Commissioners, Seamen and Owners of Vessels and for Other Purposes," approved June 19, 1886, shall be construed as follows, to all vessels arriving from the ports of any nation, which does not charge any tonnage, lighthouse, or other discriminating duties on American vessels shall be exempt from the payment of tonnage duties on their arrival here, whether such vessel has stopped at an intermediate port on her way or not provided that the same privilege is conceded to vessels of the United States in the ports of the nation, whence such vessel originally came.

Section 2. That section three of the act of congress entitled "An Act to Constitute a Bureau of Navigation in the Treasury Department," approved July 5, 1884, which states that the decision of the commissioner of navigation shall be final on all questions relating to the collection of tonnage taxes, and to the refunding of such taxes when collected erroneously or illegally does not exclude an appeal therefrom to the secretary of the treasury, or the courts.

The new steambarge Britanic was launched at Davidson's shipyard last week. She is the largest craft ever constructed there, being 312 feet over all, 41 feet beam and 22 feet depth of hold, It is estimated she will have a burden of 3,000 tons. She is the property of Captain Davidson. Her cost was $170,000. Captain John R. Preston, who sailed the propeller Cumberland last season, will be her master, She will ente the iron ore and grain trade, towing the schooner Mary Woolsen, launched a few weeks ago.

PROPOSALS FOR A SHORE PROTECTION AT ERIE, PA., AND FOR THE IRON TO BE USED THEREIN.

U. S. ENGINEER OFFICE,
BUFFALO, N. Y., May 29, 1888.

Sealed proposals in triplicate will be received at this office until 12 M., Eastern Standard time, July 2, 1888, for furnishing materials (except iron) and building a shore protection on the lake side of the neck of the Peninsula at Erie, Pa., and for furnishing the iron required therefor. Protection is 6,000 feet long. Funds available $53,000 So much will be built as condition of appropriation will admit.

Specifications and all necessary information will be furnished an application.

F. A. MAHAN, Captain of Engineers.

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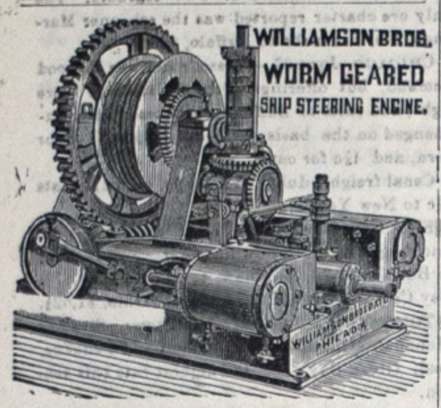

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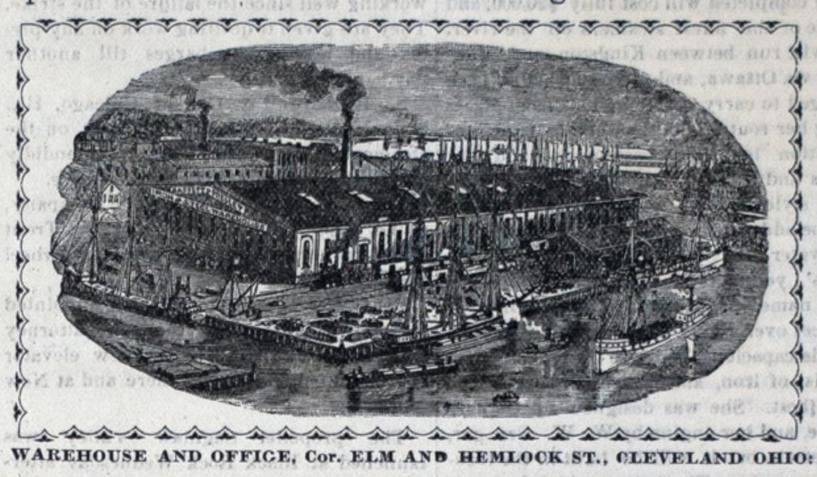

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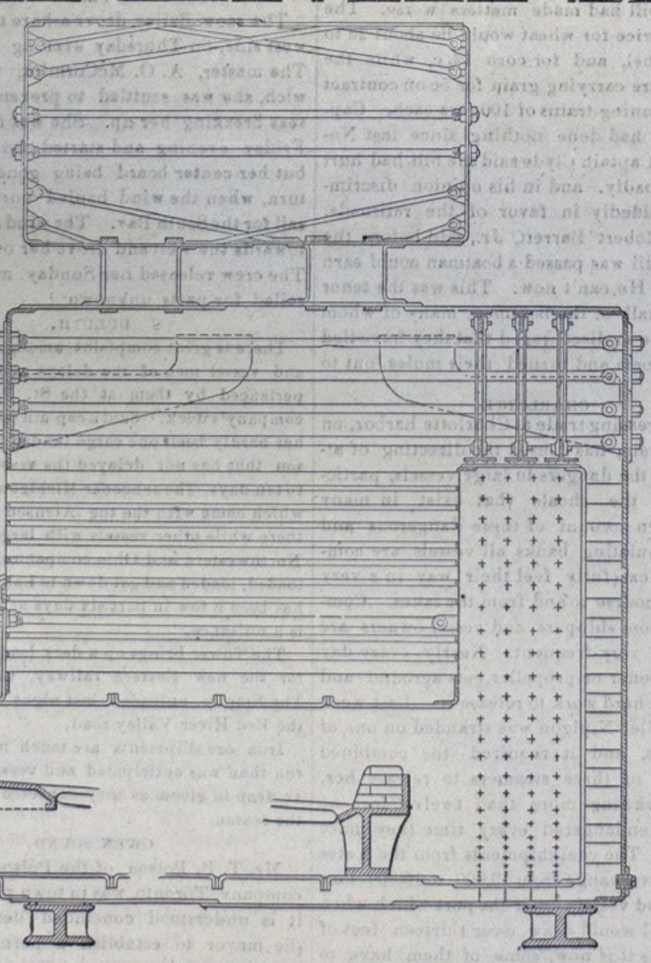

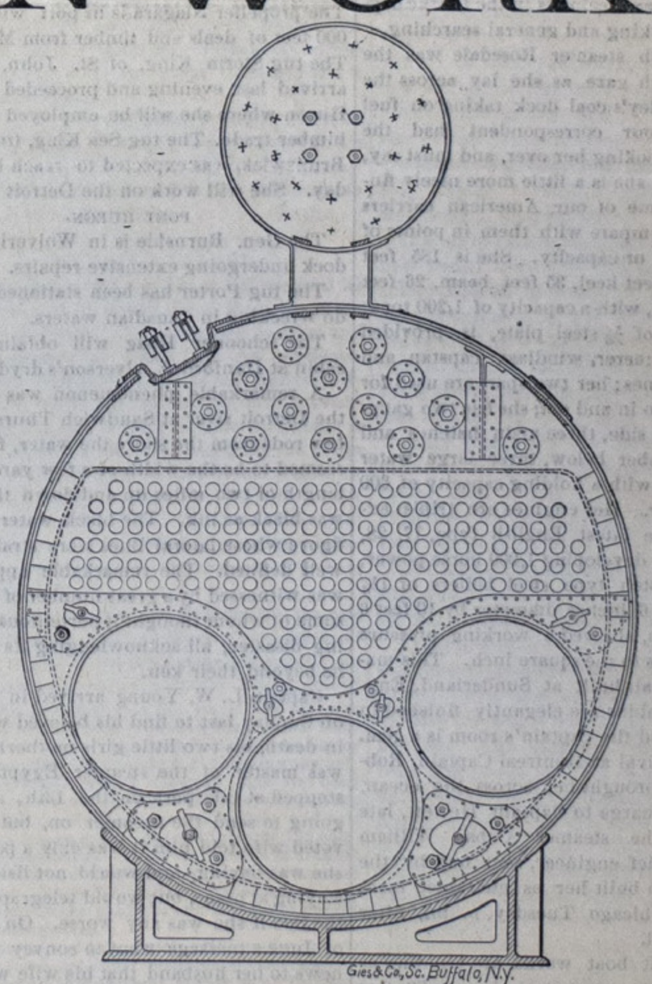

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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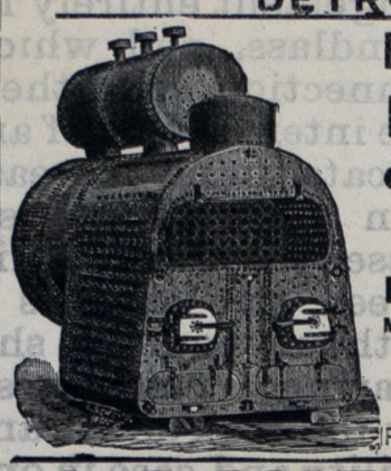
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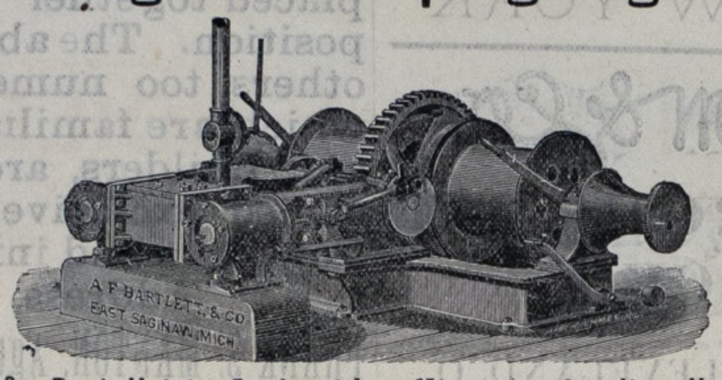

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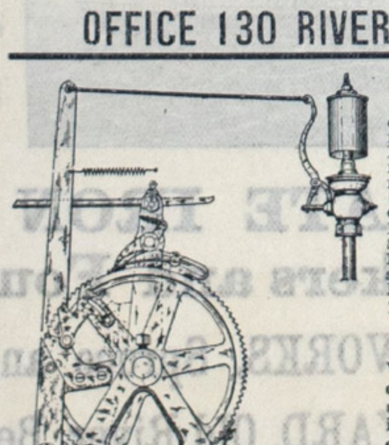
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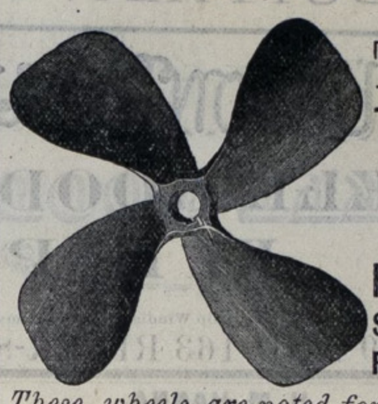
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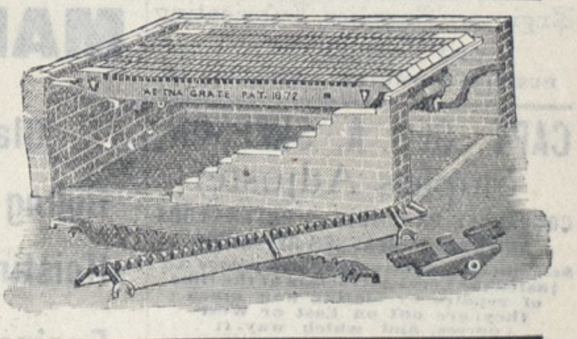

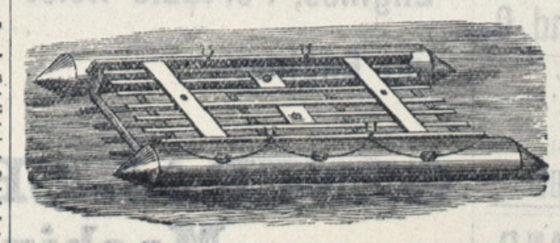
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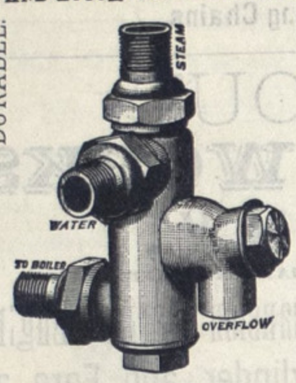

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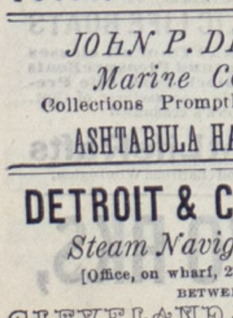

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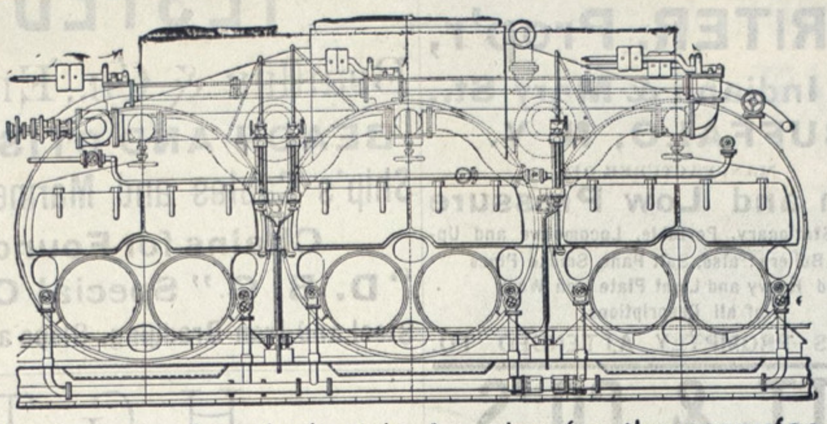

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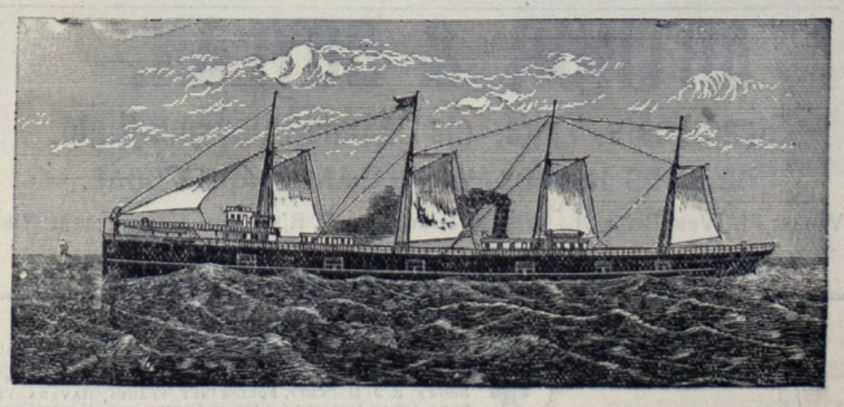

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